



YANSHIN KOGYO KABUSHIKI KAISHA
Reissue of Patent No.: 5,853,308

**VERSION WITH MARKINS SHOWING CHANGES MADE
IN THE CLAIMS**

Please amend Claims 1 and 43 as follows:

B1
1. (Twice Amended) A watercraft comprised of a hull defining an engine compartment, a two-cycle, crankcase compression internal combustion engine contained within said engine compartment and **[for a watercraft]** having a crankcase chamber journaling an output shaft, a pair of cylinder blocks extending at a V-angle to each other and affixed to said crankcase chamber, each cylinder block having at least one cylinder bore containing a piston for driving said output shaft, said cylinder bores having axes lying in a plane that extends transversely to said output shaft, an induction system for said engine disposed substantially completely in a valley defined between said cylinder blocks for delivering at least an air charge to said crankcase chamber for transfer to combustion chambers formed above said pistons, and a pair of exhaust manifolds each affixed to a respective one of said cylinder blocks on the side thereof facing away from said valley.

B2
43. (Amended) The watercraft according to Claim 27, wherein the expansion chamber is inclined with respect to the output shaft such that the upstream end is higher than the downstream end.

IN THE SPECIFICATION

Please amend the paragraph beginning at line 31 of page 7 as follows:

B3
The layout of the exhaust system of the engine 23 in this embodiment is different from that previously described and for that reason the entire exhaust system will be described. This includes, like the embodiment of FIGS. 1-4, exhaust manifolds 84 and 85 that are affixed to the outboard sides of the cylinder blocks 42 and 43. Unlike the previously described embodiment wherein the expansion chamber devices are positioned also on the outboard side of the engine, in this embodiment, a connecting pipe, indicated by the reference numeral 105 is disposed at each side of the engine and communicates with a forwardly opening discharge port of the respective exhaust manifold 84 and 85. It will be seen that the connecting pipe 105 is of a double wall construction having an outer wall 106 that is spaced from the inner wall 107 and defines therebetween a water jacket 108 that receives coolant from the engine cooling jacket in any suitable manner. The connecting

Don't
Y33
cont'd

pipe 105 merges into an expansion chamber device 109 which is disposed above the cylinder head 64 and 65 of each of the cylinder banks 42 and 43. This expansion chamber device also has a double wall construction defining a cooling jacket 111 there around. The expansion chamber device 109 passes back over the top of the engine 23 and terminates in a discharge nipple 112 into which the water from the cooling jackets 108 and 111 is dumped for mixing with the exhaust gases. The expansion chamber 109 includes an upstream end defining a diverging portion and a downstream end defining a converging portion. With reference to Figures 5, 7, and 8, the expansion chamber 109 is inclined with respect to the output shaft 24 such that the upstream end is higher than the downstream end.

H:\DOCS\YAMAHA\F5355AM.DOC:gcl
040601